



THE COAST GUARD RESERVIST

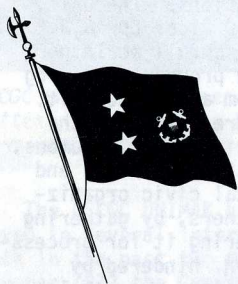
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DEPARTMENT OF TRANSPORTATION • UNITED STATES COAST GUARD

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THE ADMIRAL'S CORNER

\$\$\$ RESERVE PAY \$\$\$

As a result of talking to a fairly large number of reservists during visits to Reserve units and operating units where augmentation is being conducted, I have become increasingly aware of problems in Reserve pay. Everyone eventually is paid, but incorrect payments and delays that result in an individual not being paid for several months are inexcusable and can be a serious morale problem. It is easy to blame the system or the computer, or delays in the mail, but the fact remains that when a member of the Selected Reserve is not paid the correct amount and within a reasonable time, he or she has a legitimate complaint and it must be corrected without further delay. Accordingly, I have initiated action at Headquarters to work toward solving these problems.

First of all, a word about how the system works. Each month, Selected Reserve drill participation is recorded at the Reserve unit and this information is transferred to pre-punched cards. The cards are completed, mailed to Headquarters, processed through the computer, and a payroll in magnetic tape form is produced. This payroll is forwarded to the Treasury Disbursing Center in Philadelphia where the checks are prepared and mailed to the units for distribution. All of this sounds very straight-forward, and at this point you may be inclined to ask, "How come, then, that there are any problems?" The answer is that there

are a variety of reasons:

The cards can be delayed. If they do not reach Headquarters by the fifth working day following the end of the reporting month, they may miss the payroll run and your pay or your entire unit's pay could be delayed for a full month.

The cards may be incorrectly prepared. If card errors are readily apparent upon receipt, they may be returned to the Reserve unit for correction. Otherwise, the computer detects the error and refuses to process the card. In either case, a delay of a full month or more may result. The information on the cards may not match the information in the computer. The computer has to be "told" it is

Rear Admiral SILER To Be New Commandant

Rear Admiral Owen W. SILER, presently Commander, Second CG District, and Rear Admiral Ellis L. PERRY, presently Commander Eighth CG District, have been nominated to be Commandant and Vice Commandant respectively. Rear Admiral SILER will relieve Admiral BENDER as Commandant on 31 May and Rear Admiral PERRY will relieve Vice Admiral SARGENT on 30 June 1974. Additional information will be published in the near future.

OK to pay each of our Selected Reservists. This is accomplished by means of diary entries which "tell" the computer that you have been enlisted, assigned to a Reserve unit in drill-pay status, what your grade/rate is, your training category and pay group, that you have been promoted, your discharge date and a host of other information. If the information on the monthly card which reports your participation does not match the basic information in the computer, (name, service number, discharge date, etc.) the card is rejected.

Computer Controls. The computer is programmed to conditionally reject cards when it hasn't been "told" for example (by means of an earlier diary entry) that you, a newly enlisted veteran, are assigned to Coast Guard Reserve Unit Atlantic City in drill pay status. But at the same time, it will retain in a "hold" status the data concerning your drill participation until the diary entry is received, and it will then clear the entry for payment. Conversely, it will reject cards covering drill participation performed after a reservist's discharge date. The reservist may have reenlisted or extended but if the computer hasn't been "told" (again, by that necessary diary entry), no pay will be forthcoming.

I think that the system generally is a good one and that it works reasonably well. Most of our reservists are paid correctly and on time--a few are not. Hopefully, the system can and will be improved--I have a Pay Task Group looking into this now. The immediate solution, however, is to make our present system work better. This calls for every individual involved in Reserve pay to do his job better--more carefully and with attention to time schedules. A directive will soon be issued which restates responsibilities in terms of function and time. But this is only a starting point for an all-out effort to reduce pay problems to an irreducible minimum.

Contd -- pg 2.

What can the Reserve unit and the individual reservist do? At the units, make sure the cards are correctly prepared and mailed on time. Also, make sure that the district is promptly informed of each incident of incorrect or non-payment of a reservist. You, the individual reservist can help by making sure that your commanding officer is promptly informed of each omission or error. To aid in this, I am establishing a "Reserve Pay HOTLINE" between the district and Headquarters to handle Reserve pay problems that need special attention. This HOTLINE number is not being published because I want you to first go to your commanding officer. He will check for possible errors in the preparation of the participation records and then ask the district for assistance. The district will in turn check for potential errors or omissions in diary entries and then use the "HOTLINE" if called for by the circumstances.

In summary, I expect each Coast Guard Reservist to participate in the Reserve program in a capable and effective manner. In consideration for this, those of you who are assigned to the Selected Reserve have every reason to expect the correct pay when it is due. It is my responsibility to do everything reasonably possible to make this happen. If you can't get satisfaction through the chain of command, drop me a note addressed to HOTLINE, c/o RADM J. E. JOHANSEN, Chief, Office of Reserve, U.S. Coast Guard Headquarters, Washington, D.C. 20590.

J. E. Johansen
J. E. JOHANSEN

Reserve Policy Board

During the period of 16 to 18 January, the FY 74 National Coast Guard Reserve Policy Board was conducted at Coast Guard Headquarters, Senior member of the Policy Board was Rear Admiral Arnold I. SOBEL, USCGR. The Board reviewed recommendations submitted by district Policy Boards and will submit its report to the Secretary of Transportation making recommendations on overall program direction for the Reserve. The report of the FY 74 Board should be published within the next few months.

The FY 73 Board developed the present definition of augmentation training and made such major recommendations as the flexibility of drill scheduling, performance of ACUDTRA in increments rather than consecutively, the opening of various ratings to women, etc.

The FY 73 report was provided to all Reserve units for information. Additional copies are still available from Commandant (G-R-1/81) to any reservist desiring one.

ROA Congressional Award Winners Selected

The Coast Guard Washington, D.C. Chapter of the Reserve Officers Association has selected ORTUPS 13-82891 of Portland, Oregon as the Fiscal Year 1972 winner of the ROA Congressional Award.

Named as co-runners-up were ORTUPS 02-82102 of Columbus, Ohio and ORTUPS 08-82570 of San Antonio, Texas.

The award is based on training which enhances mobilization readiness, actual augmentation in support of the Regular operating forces, and accomplishments in public and community-oriented activities not necessarily related to Reserve training but carried out in the name of the Coast Guard Reserve.

A plaque symbolic of the ROA Congressional Award will be presented at Portland, Oregon in ceremonies to be coordinated by the Washington, D.C. Chapter and Commander, Thirteenth Coast Guard District.

CDR G. H. ROCKELLI, President of Coast Guard, Washington, D.C. Chapter, ROA cited ORTUPS 13-82891 for "an outstanding job in community-oriented activities bringing the Coast Guard Reserve's presence in the Portland area into increased view. At the same time, this unit successfully forged ahead into a commendable program of augmenting the Regular Coast Guard forces in its vicinity."

The unit, under Commanding Officer CDR Harold D. HAND, USCGR, performed duties ranging from oil source surveys to routine maintenance while augmenting Port Security Station Portland, Coast Guard Station Tillamook Bay, and various units within Astoria Group. In one instance the reservists helped reconstruct dependents housing for Coast Guard personnel attached to Tillamook Bay Station.

According to the nomination by CDR J. R. COSTELLO, then Reserve Division Chief of the Thirteenth District, ORTUPS 13-82891 "particularly distinguished itself in the area of community activities." During the year they organized and sponsored a Sea Explorer Post, rendered instructional assistance to the Navy League Sea Cadet Corps, provided a Color Guard for several festivals and parades. The unit also assisted other volunteers in the preparation of Spirit Lake Boy Scout Camp and co-sponsored a Home Repair Workshop with the Portland Development Commission/Model Cities Agency.

ORTUPS 02-82102 and ORTUPS 08-82570, District Award winners in the Second and Eighth Districts respectively, were unanimously chosen by the Board to share runner-up honors. They "demonstrated sustained activities in community oriented affairs. Both units had to overcome geographical handicaps to initiate their augmentation efforts."

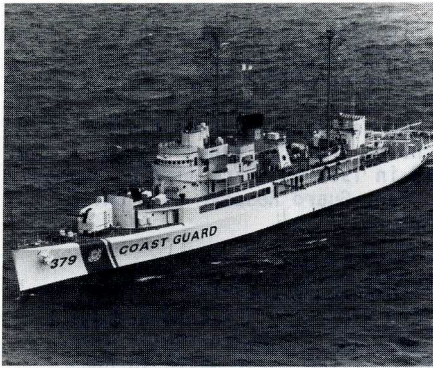
ORTUPS 02-82102 was rated excellent for two consecutive fiscal years by district inspectors in ability to perform mobilization and operational augmentation functions. The unit, under Commanding Officer CDR B.R. CONDON, developed a full scale port security training program following redesignation from an ORTUAG unit. The reservists were active in the Big Brother Association of Columbus, sponsoring 24 Little Brothers, and aided an ecological civic organization, Waste Watchers, by gathering debris and delivering it for processing. Augmentation, hindered by geographical location, nevertheless took place at Whiskey Island and Marble Head Bases in the Ninth District.

ORTUPS 08-82570, despite commuting distances of up to 270 miles, performed extensive duties at operational Coast Guard units including COTP Houston and Base Galveston as well as several smaller coastal stations. Among their functions were SAR and waterfront patrols, security and OOD watches, and oil spill surveillance. Unit reservists under commanding officer LCDR George OZUNA, Jr., USCGR also participated in flood relief activities in San Antonio. They assisted Coast Guard recruiters, helped the Boy Scouts organize a Sea Explorer Ship and voluntarily lent their construction talents to the Model Cities Program to upgrade local housing.

Rear Admiral Selections

President Nixon nominated six Regular Coast Guard captains for promotion to rear admiral. The six, who must be confirmed by the Senate, will be promoted as vacancies occur. Those selected are: Captain Robert I. Price, Deputy Chief, Office of Marine Environment and Systems, Headquarters; Captain Winford W. Barrow, Chief, Operations Division, Fifth District; Captain James P. Stewart, Commander, Far East Section, located in Tokyo, Japan; Captain G.H. Patrick Bursley, Commander, Group, Baltimore; Captain Robert W. Durfey, Chief, Military Readiness Division, Headquarters; Captain James S. Gracey, Chief, Programs Division, Headquarters.

USCGC UNIMAK - Where Reserve Training and Operational Missions Blend



USCGC UNIMAK - A Reserve training cutter - commanded by Reserve Program Administrator CDR W. P. ALLEN, USCGR.

The USCGC UNIMAK has been involved in several interesting incidents in the past two months. On 4 December 1973 the Cypriot merchant vessel AEGIS DUTY sank 140 miles east of Cape May, N.J. The entire crew of

20 abandoned ship for the lifeboats and were picked up by a French vessel. UNIMAK arrived on scene, picked up the lifeboats, and transferred the survivors from the other vessel. On 5 December UNIMAK delivered the crew of the AEGIS DUTY to representatives of the Greek Consulate at Governors Island, N.Y.

During a recent Gear Conflict Patrol -- conducted in conjunction with Reserve shipboard training -- the USCGC UNIMAK was involved in two unique aspects of Coast Guard duties involving international relations.

The first of these events occurred on 24 January when the UNIMAK relieved the Russian Motor Vessel NOVOZYBKOV of the tow of the U.S. fishing vessel Maridor. The Maridor had been missing over a week and was finally located by the NOVOZYBKOV, and taken in tow. UNIMAK towed the Maridor to Atlantic

City, N.J. After releasing the tow, UNIMAK returned to the patrol area.

On 26 January, UNIMAK sighted the Bulgarian trawler LIMOZA apparently conducting fisheries operations within the United States Contiguous Fisheries Zone. After a short pursuit, the LIMOZA stopped and received the UNIMAK's boarding party. The LIMOZA was then ordered to proceed to New York under the escort of the USCGC UNIMAK. Upon arrival, the Master was arraigned before a U.S. Magistrate and released to Coast Guard custody pending trial. The LIMOZA remained in Coast Guard custody at Governors Island.

The unusual nature of both of these events provided unique training and experience for the reservists aboard UNIMAK, while at the same time carrying out the Coast Guard's search and rescue and law enforcement missions.

RESERVE STATUS CHART

Many of the terms used to describe the various statuses within the Coast Guard Reserve are confusing. To assist you in understanding the terms, and the various aspects of the Reserve program, the following chart has been prepared.

PRIORITY FOR MOBILIZATION

Highest priority for funds and equipment. Highest mobilization priority.

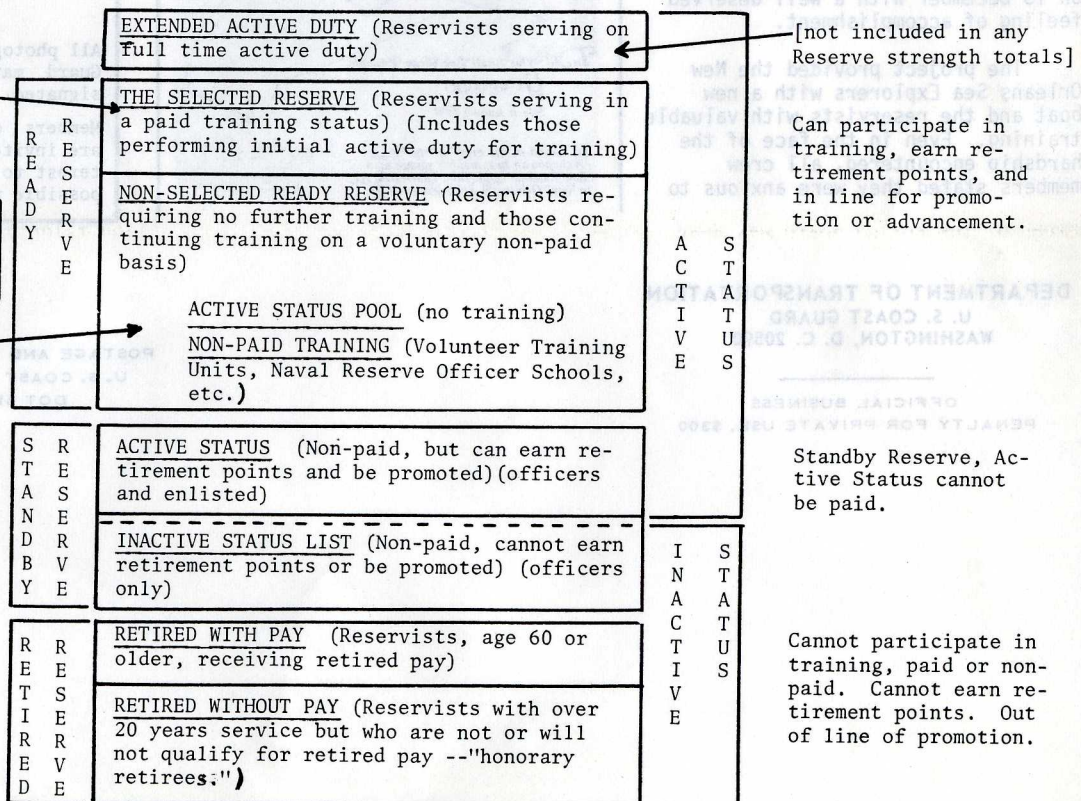
The President can activate up to 1,000,000 Ready Reservists without their consent

Intended to be mobilized after the Selected Reserve

Can be activated only when directed by Congress. Each member of the Standby Reserve must be declared available by the Selective Service System

May be activated when directed by the Secretary, with approval of the Secretary of Defense, if sufficient numbers of reservists are not available in an active status.

THE COAST GUARD RESERVE



First Reserve Enlisted Advisor



Master Chief Yeoman Richard J. Zentner is presently serving as the Eleventh Coast Guard District Commander's Reserve Enlisted Advisor.

Chief Zentner is the first Reserve EA for the Eleventh District as well as for the Service and has been serving in this position since his promotion to Master Chief Yeoman Sept. 1, 1973.

As the Reserve EA, Chief Zentner's duties include making frequent visits to Reserve Units in the district to counsel Reserve enlisted personnel in regards to their benefits and to aid them in

solving problems which may be encountered.

In 1954, he enlisted in the U.S. Coast Guard and spent his next ten years on active duty.

He received an Honorable Discharge from the Regular Coast Guard in 1964 at which time he joined the Coast Guard Reserve as a Chief Yeoman.

Other districts may soon establish Reserve Enlisted Advisors to work with Regular Senior Enlisted Advisors and the Master Chief Petty Officer of the Coast Guard to provide counseling and assistance to enlisted reservists.

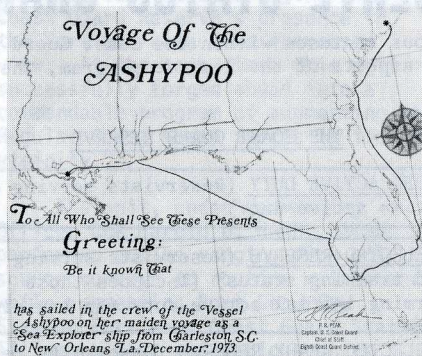
New Orleans Sea Explorers Assisted

In December, six reservists from the Eighth District delivered the 65 foot steel hulled Sea Explorer boat ASHEPOO from Charleston, S.C. to New Orleans, La.

After correcting some major mechanical problems in Charleston, the reservists, with one Regular Boatswain's Mate and a Sea Explorer leader set sail on a 10-day trip through the shallow Inland Waterway to St. Petersburg, Florida, and then into 12 foot seas of the Gulf of Mexico. They arrived at New Orleans on 13 December with a well deserved feeling of accomplishment.

The project provided the New Orleans Sea Explorers with a new boat and the reservists with valuable training. Even in the face of the hardship encountered, all crew members stated they were anxious to

volunteer for any future trip of this nature should the need arise. A special ASHEPOO Cruise Certificate was awarded by the district Chief of Staff to: PS3 Michael B. RAMER, SS2 Michael B. JAEGER, EN2 M.J. GLAVAN, FN G.P. TEMPLET, GM2 G.V. SANTA CRUZ, EN2 A. H. DOUGLAS and EN2 M.C. WHITE.



Coast Guard Reservist

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ADMIRAL C. R. BENDER
Commandant, U.S. Coast Guard

RADM J. E. JOHANSEN
Chief, Office of Reserve

CWO H. M. KERN
Editor

All photographs are official Coast Guard material unless otherwise designated.

Members of the Coast Guard Reserve are invited to submit articles of interest to the Editor of RESERVIST for possible publication.

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